

INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

IMPORTERS, BLENDERS AND BOTTLERS.

ALEXANDRA BUILDINGS.

CHAMPAGNE DE ST. MARCEAUX & CO., REIMS.

VIN BRUT: AND VERY DRY.

Per Case 1 doz. Quarts ... \$50.00

Per Case 2 doz. Pints ... \$53.00

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 22ND, 1906.

A curious illustration of the manner in which isolated facts are sometimes seized upon as a basis for very wide conclusions in matters connected with the Far East is afforded in some remarks made by Sir J. Gonsr in an article on the unemployed question which appeared in the *Fortnightly Review*. In order to enforce the proposition that acute distress is peculiar to Western civilisation and that in more primitive communities the human race is not exposed to misfortune of this kind, he states: "In China, whose ancient civilisation we regard as pitiable and ludicrous, and in which the population is more concentrated than in any part of the world, the industrial population is singularly free from that instability of condition and insecurity of prosperity, from which all Western people suffer," and as a warrant for this assertion, he quotes a statement of M. Eugène Simon, who was formerly French Consul in various parts of China, to the effect that the Chinese, when asked why they did not adopt Western industrial methods were in the habit of replying: "Large industries, such as exist in your country, ruin the individuality of workmen; they become machines and know only one trade. If the factory is stopped, the hands are thrown out of work and die of hunger. In our country, every man knows several trades; if one fails, he can fall back upon another. There is no cessation of work," and M. Simon then goes on to express his own opinion that there are few beggars in the towns in China, and in the country next to none. From these slender facts Sir John Gonsr deduces the conclusion that the misery of workers in Western countries is a direct product of Western civilisation. Upon this basis he proceeds to discuss the general question and probably few will disagree with the suggestions which he makes as to the necessity of steps being taken for the amelioration of the condition of the masses at home; but it is somewhat unfortunate that he should have endeavoured to strengthen his case by a reference to the state of affairs in China upon very doubtful and inadequate information.

How far professional mendicancy goes in China, it is naturally difficult for any European to say; though the fact that it is well known that in some places there exist "Beggars' Guilds" would certainly seem to indicate that there must be a very fair number in this condition; but as regards the "band to mouth" people who make up the so-called "submerged tenth" in any country, anyone who has the slightest knowledge of Chinese cities and has seen anything of the wretched sampan population which is to be found in most of them, will be slow to believe that the indigent are less numerous in proportion to the general population in China than in most places in Europe. There would certainly not be more poverty, but far less, in China, if a portion of its population were employed in large factories, and the remarks of a few narrow-minded Chinese officials upon a point of this kind will scarcely be of much value in solving the difficult economical problems which are exercising the public mind at home at the present moment. The *conteur de roses* aspect of affairs which seems to have been accepted by M. Simon and Sir John Gonsr with so much avidity, is certainly not that which presents itself to men like the Abbé Iluc and others who have intimate knowledge of the Chinese, and who have repeatedly called attention to the amount of destitution which exists in many parts of the country. We strongly suspect that in respect to other countries referred to by Sir John Gonsr, for instance Egypt, he is under a similar mistake. He says, "In the city of Cairo with its population of more than half a million, there is not a hungry person." This may be so, but anyone who has made a trip to the Pyramids may be excused if he has a shrewd idea that there are some hungry people not very far from the city of Cairo. The truth is that in comparisons of this kind we are apt to fall into the error of concluding that there is necessarily more poverty in the places where attention is called to it than in those where it is less a subject of observation. Of late years special attention has been drawn to the condition of the working classes and the poor in most places in Europe, but more especially in England; and from the facts which are thus brought under notice we are apt to conclude that things are worse there than in countries of which we know less. Certainly there are not many who will consider China a model to hold up to Europe on social and economical questions. The comfortable assurances of M. Simon's native informant (probably his teacher) that under the Chinese system "there is no cessation of work" is hardly reconcilable with numbers of Chinese who are at all times ready to flock to any foreign country that will offer them even the roughest employment. There is, however, one point at which something may be learnt by the working classes in England from those in China, and that is that something may be done to stave off destitution by being willing to live more carefully and frugally while employment is still to be obtained. The British workman can never be in so good a position as one in China in this respect, as it is impossible for him to live upon a little rice and pork, as the masses of the working classes in China do. In this respect the Chinese, in common with many other Asiatics, stand at a great advantage; but even with this in their favour there is no question that in common with other people they often suffer great distress. The English working man or labourer need not, however, look to China for a lesson in this direction. It has been repeatedly pointed out that much could be learnt by him in this respect from his brother workmen in France or in Germany; and there can be no doubt that whatever Government can do in the direction of social reform, permanent amelioration must depend largely upon an increase of intelligence and of habits of providence and foresight on the part of the working men themselves.

Bubonic plague has broken out at Saigon. An Indian and his wife first died of it, says the *Courrier de Saïgon*. Then a Chinese lad was seized and died two days afterwards. The authorities at once took measures to stamp out the disease.

The half-eaten body of the European who was found in the jungle near Singapore, as described in yesterday's *Daily Press*, has been identified as that of a German master mariner, named Willem Ahlert, who had been residing at the Anderson Hotel in Cecil Street. The deceased left the hotel in question on the 8th and had not been heard of since. When he left the hotel, the deceased was wearing a nickel watch, but this was not found on the corpse. It is understood that the deceased was for some time Captain of the s.s. *Hong Won*. He leaves wife and family in Liverpool.

The 23rd plague case was recorded yesterday.

Mr. John F. Stevens, the chief engineer of the Panama Canal, has informed the Committee on Inter-Oceanic Canals that American labour cannot do the work of digging the canal and that tropical labourers imported from Jamaica and elsewhere are unsatisfactory. He considers that Chinese labour is the only kind that can be used effectually.

Messrs. Robert Lyon and Co., of 27, Cornhill, wrote to the *Times* on Jan. 15th as follows:—"Referring to your report in the *Times* of Saturday of the casualty to the *Oceanic* steamship, the silks (see enclosed catalogue) which were sold by us on Friday last realized £432 as against the French exports (at Lyons) estimate of £125 as their damaged value. The goods were forwarded by the underwriters from Lyons to London for sale. We have always found that London is the best market for most classes of damaged goods, a fact which underwriters would do well to consider before settling claims based on heavy allowances assessed by local surveyors abroad."

Papers relating to the admission of Asiatic travellers into Australia have, according to the *Sydney Morning Herald*, been laid upon the table of the House of Representatives at Melbourne. They include official correspondence extending over a considerable period of time between the Australian Government on the one hand and the Consul-General for Japan at Sydney and the Government of India on the other. Japanese merchants, students and tourists may now enter the Commonwealth temporarily without restriction; but, if they remain longer than 12 months, application is necessary for a certificate of exemption. A similar concession has been made in the case of India. The new arrangements were accepted by the respective Governments of Japan and India.

By kind permission of Lieut. Col. Aitkin and Officers the Band of the 11th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday evening (weather permitting):—
March—"Austria." Nocturne—"La Vieille et la Jeune." Waltz—"La Gitan." Polka—"Bucarest Selection." "La Terichole." Offshoot—"Two Step." "Laughing Water." W. Hager Spanish Serenade—"La Paloma." Yradier "Dixie's March." "Hors d'Œuvres." "Sardine on Toast." Soups—"Scotch Broth, Clear and Macaroni." Fish—"Rolled." Entrées—"Roast Partridge and Bread Sauce, Maté de Coq, Pate de Foie gras on Aspic." "Curry—Shrimp, Joint—Roast Australian Beef and Yorkshire Pudding, Roast Turkey and Ham. Cold Meats—Cold Pheasant, Cold Corned Beef, Salad—Beetroot, Vegetables—Boiled Potatoes, Roast Potatoes, Green Peas, Cabbage, Baked Rice. Entremets—Bread Pudding, Lemon Ice Cream and Ginger Cake, Java Pudding, Fruit. Cheese. Coffee. Pastry—Finger.

It is stated that, owing to the prohibitory tariffs on British goods imposed by foreign countries, arrangements have been completed by which all Thornycroft motor-boats and motor vehicles intended for Italy will be made in that country. Moreover, 15 torpedo-boats and destroyers ordered by the Italian Government from Messrs. John I. Thornycroft and Co. (Limited), instead of being built in their yards at Chiswick, will be made from their designs by Messrs. Patterson, of Naples; Ansaldo, Armstrong and Co., and Messrs. Odero, of Genoa. Thus the tariffs will be avoided, but British labour will be the loser. Messrs. Vickers, Sons, and Maxim have also made arrangements by which some guns ordered by the Italian Government will be made for them by the Italian firm of Terzi.

Mr. Marshall Field, probably after Mr. John D. Rockefeller and Mr. Andrew Carnegie the richest man in the United States, died on Jan. 26th at New York, from pneumonia. He was 70 years old. In his later years he never knew how much he was worth, so widely were his possessions distributed in industrial concerns, real estate, stocks, and bonds, but it is believed the value of his estate will amount to \$150,000,000. He paid taxes on \$40,000,000 worth of property in Chicago alone. He was the son of a farmer, and every penny of his vast fortune was made by himself, and made, unlike some other great American fortunes, by methods the honesty of which none ever questioned. The foundation of his fortune was a general merchandise shop in Chicago, which grew in size and prosperity with the rapid growth of the city. Mr. Field's first wife died several years ago. Last September he married in London Mrs. Caton, of Chicago. His only son, Mr. Marshall Field, jun., died last November from a bullet wound following the supposedly accidental discharge of a pistol.

At the Union Church Literary Club, Mr. Geo. Grimble will deliver his lecture on "Handel" to-night (Thursday) at 9 p.m. sharp. He has taken much trouble to get a very select musical programme arranged and his lecture will be illustrated by selections from Handel's works. The meeting is public and free, and the following musical numbers are those chosen to illustrate the lecture:—"Reverie! Timotheus cries," from "Alexander's Feast;" "On Love's Wings," from the opera "Rodolinda;" "He was despatched," from the oratorio "Messiah;" "Behold, a Virgin shall conceive," and "O thou that tellest glad tidings," from the "Messiah;" "Come unto Him," from the "Messiah;" "Comfort ye my people," from the "Messiah;" "Honour and Arms," from the oratorio "Samson;" "How willing my paternal love," from the oratorio "Samson;" and a violin and piano sonata. The performance of these noble classics is in the capable hands of Mrs. Gordon, Mrs. Maitland, Mr. Stewart, Mr. Frank Austin, Mr. Paine and Mr. Jock.

We understand that the members of the Sanitary Staff of the Colony received instructions yesterday to get vaccinated without delay.

A coolie was knocked down by a tramcar yesterday afternoon in Connaught Road West. He was removed to the Government Civil Hospital with the flesh torn in shreds from his left leg. Amputation was necessary, and the unfortunate native is not expected to recover.

The Japanese Minister arrived at Santiago on Jan. 15th and proceeded to study trade relations between Japan and Chile, especially with regard to the exchange of Japanese manufactures for Chilean sulphate. He will advise Japanese agriculturists to make use of sulphate on their estates.

CANTON.

[FROM OUR CORRESPONDENT.]

Feb. 20th.

ANOTHER RAILWAY LOAN.

A Peking telegram received here states that Viceroy Chang Chih-tung has memorialized the Throne to raise further funds from British merchants (or Hongkong Government) for the construction of the Canton-Hankow Railway. The former agreement entered into by him and the Government for the loan of £1,000,000 was very fairly drawn up, and the terms in that agreement were very satisfactory to both contracting parties.

NEW MILITARY COLLEGE.

The Governor's yamen is to be transformed into a large military college. It was formerly occupied by the head office of the police, who moved out a few days ago. The construction of the college has already commenced. It is estimated that the total cost will amount to about \$400,000.

FLOUR FROM SHANGHAI.

Viceroy Shun has received a petition from the Fan-Tung Co. in Shanghai (Chinese Flour Mill Co.) stating that they are exporting their flour to Kwangtung Province and requesting him to give instructions to the Customs authorities not to charge him and Customs dues in accordance with the regulations of the Board of Commerce, which provides that necessities of life manufactured in China are free from duty. The Viceroy has issued instructions to the Customs and Likin stations not to tax this flour.

MORE PIRACY.

A large junk plying between Fatsan and Canton, carrying, amongst other valuable merchandise, 300 bales of fine Fat-shan hemp, was looted by pirates on the 17th inst. The pirates made good their escape and no arrest has yet been made.

THE OPIUM TAX.

The secretary of Viceroy Shun sent the following reply to H. B. M's Consul General, who had written about the increased tax on opium:—

"I have reported that on the 16th inst. the British Consul General here sent a despatch to Viceroy Shun requesting him to temporarily ease enforcing the new increase of the opium tax until the question was decided upon by the two Governments. The Viceroy, in reply, said that the tax on prepared opium was enforced in the Kwangtung Province since the 10th year of Kwang-Hsu. A Government bureau was then established collecting the tax, but that in the 25th year of Kwang-Hsu it was farmed by the monopolist Wing On-teng. All your predecessors and your Honourable Consul General did not protest. In the 28th year of Kwang-Hsu, this monopoly was given to the Kwang Hing Company and instead of granting the privilege to this concern to tax prepared opium the government gave them the privilege to tax the crude opium imported to Kwangtung in order to enable the monopolist to collect the fullest amount of duty, as it would be difficult for the monopolist to obtain the full amount of the tax after same is imported to be turned into prepared opium. The above appeared to be a double taxation on crude opium. That was the first time we received a letter from your Honourable Consul, saying that you had received instructions from your respectable Minister that it was in contravention to the Chefoo Treaty and requested us to stop the tax. The present operation of the prepared opium tax is to issue licences to the shops that boil crude opium and sell it in its prepared condition. These shops have been requested to take out a licence, and pay a tax for the privilege or licence. Therefore, we are not collecting tax on crude opium, and in that case it does not concern the Chefoo Treaty in the slightest way. Not only has this tax been enforced in this province for a long time, but it has also been enforced in various other provinces. It is now very difficult to give instructions to stop it. You, Honourable Consul-General, have been in Kwangtung for many years. Heretofore you have been known as just and equitable, and, therefore, I am sure you will overlook this matter. This is in reply to your despatch, and I beg to enquire after your health. This is my despatch."

VICEROY SHUN'S REASONABLENESS.

Viceroy Shun writes to the Tartar General and Literary Chancellor that the reported popular subscriptions to the railway funds are "all empty talk, and nothing substantial has been proved," and he is doubtful if all the capital required will be forthcoming, as no doubt much that has been promised will not be paid. But personally, so long as the capital is forthcoming, he does not care how. He is not in love with his own taxation scheme.

THE THEATRE.

After a run in which they met with greater success than even the most sanguine expected, the A.D.C. last night brought their performances of "Princess Toto" to a close. The audience was as large as usual, but perhaps more enthusiastic, and bestowed their acclamations in a very lavish manner.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

PRINCE ARTHUR IN JAPAN.

Kobe, February 21st.

Prince Arthur of Connaught landed at Yokohama on Monday, and was welcomed by a great crowd. The weather was beautifully fine.

H.R.H. was received at Shimbashi railway station, Tokyo, by the Emperor in person, a most unusual distinction. The station was crowded with notabilities. The preparations at Tokyo were on a magnificent scale, the streets being brilliantly decorated.

The investiture of H.L.M. the Emperor with the insignia of the Order took place on Tuesday with full ceremonial.

ADMIRAL GRENFELL DEAD.

London, February 20th.

Vice-Admiral Harry Tremenhore Grenfell, second in command, China Squadron, died to-day, aged 61 years.

ROSYTH AND THE NAVAL ESTIMATES.

London, February 20th.

The Naval Estimates include a vote of one million sterling for works at Portsmouth Dockyard.

It is again reported that the scheme for making Rosyth a naval depot has been abandoned.

WINDELL FOR SEAMEN'S CHARITIES.

London, February 20th.

By the will of the late Lord Inverclyde, late Chairman of the Cammard Company, a sum of £300,000 is bequeathed to seamen's charities.

THE OPENING OF PARLIAMENT.

London, February 20th.

H. M. the King opened Parliament to-day.

The Speech from the Throne proposed a reduction of the National expenditure, the granting of responsible government to the Transvaal and Orange River Colonies, administrative changes in Ireland associating the people with the conduct of affairs, the amendment of the legislative enactments relating to Education, Workmen's Compensation, Trade Disputes and the Unemployed.

Inquiry is to be directed into the social and economic conditions of the rural districts.

No amendments were offered either by the Labour or Irish Party.

THE MOROCCO CONFERENCE.

GERMANY DECLINES FRENCH PROPOSALS.

London, February 20th.

Germany has declined the proposals made by France for the policing of Morocco.

HUNGARIAN PARLIAMENT FORCIBLY DISSOLVED.

London, February 20th.

The Hungarian Parliament has been forcibly dissolved by troops.

MR. BALFOUR'S OPPONENT.

London, February 20th.

Mr. Gibson Bowles, Independent Conservative, who was recently defeated at King's Lynn, is opposing Mr. Balfour in the City of London.

[REUTERS SERVICE.]

THE OPENING OF PARLIAMENT.

London, February 19th.

Parliament was opened with the usual ceremony, but it was shorn of some of its splendour owing to the Court mourning and the absence of the Queen, the Prince and Princess of Wales and the Duke and Duchess of Connaught; the King walked with a stick, but looked remarkably well, and the speech in a loud and strong voice.

THE CHINESE IN THE TRANSVAAL.

London, February 19th.

Sir Henry Campbell-Bannerman has announced that Chinese in the Transvaal desirous of returning home will not be detained against their will; the Imperial Government will provide funds to repatriate them, and will disallow the judicial punitive methods sanctioned by the recent amending of the ordinance.

Mr. Chamberlain, in the House of Commons, and Lord Lansdowne in the House of Lords have challenged the Government to express their views regarding the Chinese slavery election posters.

AUSTRIA-HUNGARY.

London, February 19th.

The Budapest Diet is surrounded by troops; the Royal Commissioner sent in a rescript dissolving the Diet, reserving the question of summoning another; the Lower House unanimously returned the rescript unopened, and adjourned. The Commissioner of the Delegates subsequently read the rescript to an empty house and the troops cleared out, and the officials sealed the doors.

NEW TERRITORY NOTES.

There have been a number of changes in the Customs staff on the frontier, most stations having several transfers of some kind within the last few months.

The sweet potato crop looks very promising at present. Last year it was destroyed by the frost, but this year there has been no frost and the damp winter has caused the potatoes to thrive exceedingly well.

We are also informed that the sugar slips have all been put down for this year's crop. The last year's yield was not all that could be desired, the cane, owing to the dry summer, not having assumed a good appearance.

KOWLOON TO CANTON RAILWAY.

Perhaps no undertaking of the Government is watched with such eager, almost impatient, interest, as the construction of the railway from Kowloon to Canton, and it is reassuring to learn that a commencement has already been made with the work. The Public Works Department have started on the northern section, between Tai-po and Sam Chun, and about 400 coolies are employed in making the embankments which are necessary in view of the perennial floods. This work is in progress at four or five different places—one squad at Tai-po, two or three at Fan Ling, and another at Tsin. Others are engaged diverting the course of streams.

Although the route has been surveyed some little time, its course through the Kowloon mountains has not become public. However, it is known that a tunnel will have to be cut to connect Shatin with Kowloon. With the exception of this, no great engineering difficulties are likely to be encountered. The Sam Chun River will have to be bridged.

His Excellency the Governor has visited the scene of operations several times of late and seemed satisfied with the progress made.

CRUSHED TO DEATH.

On Tuesday a winchman at work in the fore-hold of the steamship *Man Sang* became entangled in the runner and his body was drawn round the winch. He was terribly mangled and must have been killed instantly. The accident has been reported to the police.

THE LABOUR PARTY.

WILL SIR CHARLES DILKE BE ITS LEADER?

It is freely stated in political circles—and the report receives qualified support from statements made by at least one of the Labour members of Parliament—that Sir Charles Dilke may lead the Labour Party in Parliament.

This is a development, says a London journal, which has been spoken of ever since it was definitely known that Sir Charles would not be included in the Ministry formed by Sir Henry Campbell-Bannerman.

Beyond the fact that the idea of asking Sir Charles to accept the leadership of the party exists in the minds of certain Labour members the rumour has so far no substantial foundation. Not only has no arrangement been arrived at, but negotiations have not yet been opened.

At present there are two, if not more, distinct sections of the Labour Party. There is the section of which Mr. Burns, Mr. Burt, Mr. Broadhurst are typical members, whose views are more Liberal than Labour, and there is the section led by Mr. Keir Hardie, Mr. Crooks, Mr. Henderson, and Mr. Ramsay MacDonald, which aims at building up a new Labour Party, independent of either Liberals or Conservatives.

The general election now in progress has reversed the position of those sections. In the last Parliament the Liberal-Labour section of which Mr. Burns was the chairman was the stronger, the other section being composed of only four members. In the new Parliament the independent section is paramount, and it will exercise the control formerly held by Mr. Burns and the section over which he presided.

Which section is Sir Charles Dilke to lead if he decides to lead either? His sympathies would probably lie more with the Liberal-Labour section. It is not expected, however, that he would consent to undertake the leadership until he was elected leader of both sections. To secure this a compromise might be effected whereby the independent section, without losing its independence, and while developing its own programme, might consent to join a larger group which would co-operate on general Labour questions.

Another stipulation, however, which Sir Charles would probably make would be that the party support him in his foreign policy. To have Sir Charles as its leader and its members accepting the foreign policy which Sir Charles approves would undoubtedly greatly strengthen the Labour Party.

SUPREME COURT.

Wednesday, February 21st.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISSE JUDGE).

A STRANGE DISAPPEARANCE.

The Wo Shun Steamboat Co., Ltd., sued Leung Tim to recover \$330, money received by the defendant on behalf of the plaintiffs.

Mr. R. Harding, for the plaintiffs, the defendant being unrepresented.

Defendant, on being called before the Court, said he was the proprietor of the s.s. *Chen On*. On January 18th of this year he left Foochow for Hongkong, having in his possession over \$10,000.

His Lordship—Tell him if he owes the money he is only increasing costs by coming here to-day.

Defendant said the money was taken from him by somebody else.

His Lordship (to the interpreter)—Put him in the box and swear him.

Duckered, defendant said he owed the amount claimed. He had four packages of money belonging to the Steamboat Company, which he put in a box in his cabin on board the *Chen On*, the box had no lock. Next morning, when he went to get the money to hand over to the Company he found that three packages, containing \$300, were missing. Of the \$10,000 he placed \$8,000 in his own safe.

His Lordship—Very well, there is \$8,380 represented. Where is the balance?

Defendant—I had three other packages placed underneath the table in the compartment department.

His Lordship—How much money had you on board altogether?

Defendant—Over \$10,000.

His Lordship—Very well, tell us where it came from. Who were the consignees?

Defendant—Kwong Man-tai and Kwong Sun-tai.

His Lordship—How much are you missing altogether?

Defendant—Only \$380.

His Lordship—What became of the other packages you say were in the box from which you lost the amount?

Defendant—I handed them over to the company.

His Lordship—I can see the man is not speaking the truth; he knows it too. Call up the plaintiff.

On the plaintiff being called, his Lordship asked—Do you know of anyone else losing money in this show?

Plaintiff—I know nothing about it.

His Lordship—How many others are suing him, or going to sue him?

Plaintiff—No one else.

His Lordship—If he took \$380, why shouldn't he take the whole lot. It is not my business, but the police might think about it. There will be judgment and costs for the plaintiff, with leave to issue immediate execution.

POLICE COURT.

Wednesday, February 21st.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

DRUNKEN MEN.

Martin Schorn, a German seaman, was fined \$3 for being drunk and disorderly.

Paul Schelmann, a Dane, seaman on board the *Arctia*, was fined \$2 for being drunk and incapable.

BEFORE MR. C. D. MILDURN (SECOND POLICE MAGISTRATE).

NOISY FLOWER SELLER.

One of the flower sellers in Wyndham Street was summoned for disorderly conduct. He rushed up to a lady purchaser, thrust his flowers in her face, and became exceedingly noisy. He was fined \$1.

FRENCH IMPRESSIONS OF HONGKONG.

It is always interesting to hear what other people think of us and our island home. An old resident of Indo-China on a visit to Hongkong, has confided his impressions to *L'Asie du Tonkin*, which journal prints the following extract:—"What towns those of Hongkong, Victoria and Hongkong. How truly when one is French one is a little humiliated to speak of the petty and little initiative in most of our compatriots in their colonies when one has under his eyes the gigantic and marvellous works of the sons of Albion, the incredible progress of this first port in the world and the tranquil and easy attitude of the two hundred thousand Chinese who inhabit the island."

What a pity that we have not thought of doing likewise in our Coochin-China with its Cape Saint Jacques, in our Tonkine with its port, and in our Tonkin with its Bays of Along and Hongay. Our people discuss, talking much and enthusiastically—they consider all sorts of proposals—official missions arrive nearly every day—but nothing is ever actually accomplished, none of the mooted improvements is realised."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 21st at 12.5 p.m.—The barometer has fallen slightly over 8. China, where pressure remains low for the time of year."

Returns from the North are entirely lacking. Moderate S.E. and variable winds are indicated in the Formosa Channel, and the N. part of the China Sea.

Forecast:—Moderate S.E. or variable winds showery, fog at times.

ROYAL HONGKONG YACHT CLUB.

NINTH CLUB RACE.

Championship.—At first the day promised to be wet and calm; but the wind rose early, and round the North Fairway Buoy there was a very pretty race. All the boats were well together as far as the Buoy, when *Dione* got into trouble in jibing. *Elspeth* took a better course than *Vernon* and won very easily. Times:—

<i>Elspeth</i> ...	1	13	18
<i>Vernon</i> ...	1	17	19
<i>Dione</i> ...	1	21	0

One Design.—*Colleen* got rather the best of the start, but going in too close to the Dock wall, allowed *Mia* and *Kathleen* to score off her. *Mia* then began to go ahead in great style and was leading by a couple of minutes at Channel Rocks. *Kathleen*, *Colleen*, and *Bonito* were close behind in this order. On the run to the Buoy, *Colleen* overhauled *Kathleen*, and was just ahead of her as she stayed round. *Kathleen*, in following unit, got her boom in the water, and did not make a very good job of it in the heavy sea, letting up *Bonito*. Shortly after this, *Mia* had the bad luck to split her jib, and lost some time in getting another. All stood over to Stonecutter's to get out of the sea and over to Stonecutter's to get out of the sea and over to Stonecutter's to get out of the sea.

Handicap.—*Alannah* was very easily in this class. Times:—

<i>Bonito</i> ...	1	28	8
<i>Colleen</i> ...	1	31	39
<i>Mia</i> ...	1	34	40
<i>Kathleen</i> ...	1	38	41

Handicap.—*Alannah* was very easily in this class. Times:—

<i>Alannah</i> ...	1	20	12
<i>Chanticleer</i> ...	2	3	50
<i>Doreen</i> ...	2	7	49

On Saturday afternoon ten boats turned out to compete for a cup very kindly given by Mr. Rouse. In a nice breeze from the East, *Kathleen* was first over the line, quickly followed by *Elspeth* and *Dione*. These three were well up till Kowloon Point, when *Dione* and *Elspeth* began to rapidly draw away. *Kathleen*, being badly interfered with by a launch which suddenly reversed engines, let up *Colleen* and *Alannah*, who were shortly joined by *Vernon*. At Kowloon Lock, *Dione* and *Elspeth* were together with a long lead from *Vernon* and *Colleen*, who had a lead of nearly a minute and a half from *Alannah* and *Kathleen*. *Alannah* slowed the *Rock* too closely, and bumped on it badly. This order was maintained round Channel Rocks and Meyers Bay Buoy, where *Elspeth* in jibing hit the Buoy and retired. On the second beat to Channel Rocks, *Alannah* and *Kathleen* both gained a lot by looping near the North shore. *Dione* had had luck in not winning after coming in first by so much, but *Gloria* was well sailed, and the Championship beats in a stiff breeze certainly ought to be able to give more than a minute a mile to a boat of this class. Times:—

<i>Dione</i> ...	4	00	48
<i>Vernon</i> ...	4	06	52
<i>Colleen</i> ...	4	09	15
<i>Alannah</i> ...	4	10	03
<i>Kathleen</i> ...	4	10	38
<i>Chanticleer</i> ...	4	11	13
<i>Bonito</i> ...	4	12	20
<i>Gloria</i> ...	4	12	24
<i>Doreen</i> ...	4	19	25

Elspeth did not finish.

CRUISERS CLASS GOVERNOR'S CUP.

Only three boats turned out in the second race for the Governor's cup, viz., *Snipe*, *Thetis*, and *Dawson* (?). Unfortunately, on arriving at Cheng Hai, it was discovered that no mark boat had been put out. The wind was light and fickle, but *Snipe* determined to make the best of a bad job, and took a prominent rank on Cheng Hai as a mark to turn on, signalling to the other boats to do the same. They followed in her wake, and turned as directed. They then ran into a calm and gave up the race. The *Snipe* carried on her course and finished well within the time limits. The absence of the mark boat was brought to the notice of the R.H.K.Y.C. Committee, who, after due consideration of the point, and hearing evidence on both sides, decided that the race was good, and must be awarded to the *Snipe*.

CHINESE IN SOUTH AFRICA.

The Chamber of Mines at Johannesburg has issued a memorandum showing the development of the gold industry in Chinese labour. The following figures represent the immediate development of the industry which is contemplated if more labour is available during the next 12 months, but for which no orders will be given if no more Chinese are imported. Stamps to be erected, 3,740; value of plant and machinery, £10,163; value of stores and supplies required in connection with the above during the first year after completion, £2,189,691; number of additional European skilled labourers employed, 5,912; annual local expenditure, £5,918,624. These figures indicate the loss to the industry and to the community in general which would be entailed by an abandonment of the work for which provision has been made in expectation of a steady supply of coolie labour. If the importation of Chinese were suspended, and those already in the country or due were repatriated, the actual losses are estimated as follows:—Stamps hanging up, £3,135; value of plant and machinery, £11,235,756; skilled Whites dismissed, 6,405; decrease of local expenditure, £6,636,327. The Chamber further points out that the December output of gold was obtained from the working of 7,335 stamps. If 3,135 stamps were hung up, the output would be reduced approximately 40 per cent.

The American Consul at Peking reports that the emigrating coolies are thus addressed before embarking:—"If there is any coolie here who regrets having come, and does not wish to go to South Africa, let him come forward. Any of you are at perfect liberty to go home now if you so choose. There is no punishment and no money for you to pay if you have changed your minds. You have only to tell me, and you may walk out of the compound and go home. The only requirement is that you leave China within 24 hours." Only about one in 300 leaves at this point, and any excess he may give is accepted by the Chinese protector.

FRENCH UNEMPLOYED QUESTION.

[FROM OUR PARIS CORRESPONDENT.]

The unemployed in France continue to give the authorities a great deal of trouble, despite the severe measures taken to restore order. The striking difference exists between the "out-of-work" in England and those of France; it would be erroneous to conclude—as some persons do—that conditions are alike in both countries. In the first case, the Frenchmen are spared violent attacks of that loathsome disease "lack of employment"—which occurs annually in England in the winter time—owing to the fact that the climate, surroundings of life, organisation of labour, and character of the people are totally different to what they are on the other side of the Channel. The number of unemployed in France on an average is 5 per cent. of the working-man population, year in and year out, the proportion being, of course, different for the various trades according to the season. We shall see now how these unemployed find work in this country. The Labour Bureau, or *Office du Travail*, which depends on the *Ministère du Commerce et de l'Industrie*, and which is situated in Paris, has just made a complete inquiry on the subject, with the following interesting results:—

The various organisations which busy themselves finding work for the *Sans-travail* or unemployed are as follows:—

- 1.—Private office, duly authorised in Paris, by the *Préfecture de Police*, in Departments by the municipal authorities. These are allowed to make certain charges, according to a specified tariff.

- 2.—Municipal offices, organised in each of the twenty *arrondissements* or mayoralities of Paris, and in the various cities of France.

- 3.—Labour exchanges, or *Bourses du Travail*.

- 4.—Employers' syndicates.

- 5.—Workers' syndicates and corporations.

- 6.—Mutual assistance societies.

- 7.—Benevolent associations.

According to the figures of the Government report, the private offices authorised in 1898 numbered 1,455 in France, 293 of which were in the Department of the Seine; the Municipal offices, 51 in France, 26 of which were in Paris; the Labour Exchanges, 65 in France, 4 of which were in Paris; the Employers' Syndicates, 19 in France, 11 of which were in Paris; the Workers' Syndicates and Corporations, 154, which in Paris numbered 82; the Mutual Assistance Societies numbered 70 in Paris, out of 126 existing in France, and the various benevolent associations, 189, out of which 45 were Parisian. The total number of employment bureaux at the disposal of the labour-seeking community amounted, therefore, to 2,059. Of these 522 were established in the capital.

As may be imagined, such a complete organisation cannot fail to bring good results. The average yearly number of situations secured to applicants is, according to the Labour Bureau, 1,246,100, of these 821,500 are permanent and 424,600 temporary. Paris, with the Department of the Seine, comes first with 669,800, of which 387,500 are permanent and 282,300 temporary. In the year 1898 the private offices found employment for 935,000 applicants, 493,000 in Paris; the municipal offices 64,000 in France, 55,000 in Paris; the *Bourses du Travail*, 85,000 in France, 33,000 in Paris; the Employers' Syndicates, 21,000 in France, 12,000 in Paris; the Workers' Syndicates and Corporations, 46,000 in France, 32,000 in Paris; the Mutual Assistance Societies 46,000, 41,000 in Paris; and the Benevolent Associations, 55,100 in France, 32,600 in Paris.

The proportion between the applications for work and the number of situations secured is decidedly striking. In the *Bourses du Travail*, Workers' Syndicates, and Mutual Assistance Societies each and every demand for work has been successful. The *Paroisses* for work has been next with an average of 8.5 per cent. of demands satisfied, the Employers' Syndicates with 65 per cent., the Municipal Offices with 57 per cent., and last of all, the private offices with 55 per cent. The fees charged by the latter vary according to the localities and the various kinds of employment. Some offices charge a fixed price, paid at once. The average rate is about 3 francs 30 centimes. Others exact a percentage of the salary. If calculated on the yearly wages, the proportion varies between 1 per cent. and 10 per cent.; if established on the monthly salary, it fluctuates between 5 per cent. and 33 per cent. The general average gives about 24 per cent. of the yearly salary. One-third of the workers work on the single fee principle, and two-thirds on the salary percentage. The sum thus obtained from the unemployed is officially estimated at 5,600,000 francs a year. The magnitude of such a contribution exacted from the poorer classes, the measure resented given by the private offices, and the remarkable success of the Labour Exchanges, Workers' Syndicates, and Mutual Assistance Societies induced the Government to introduce a Bill which was duly voted by the Chamber and Senate in the course of last session, authorising the municipalities to purchase for their own use the private offices. This reform is in due progress, and before long the condemned system of *Bureaux de Placement autorisés* will be a thing of the past. Already most of the trades are freed from this antiquated system, and attend through their syndicates to the wants of their own members.

Marking—and especially womanhood—travel on the railroad of life. They are all equally human, though they pay different prices for their tickets, and are thrown out at different stations.

THE LATE BARON VON RICHTHOFFEN.

Of the late Baron von Richthofen, the German Foreign Secretary, whose death was announced in the *Daily Press* on Jan. 20th, it is written:—

Baron Oswald von Richthofen, who was the son of a former Prussian diplomatist of the same name, was born in 1844 at Jassy, in Rumania, where his father was Prussian Consul-General, and received his early education in a great variety of places where his father was successively accredited as the representative of Prussia. In the campaigns of 1866 and 1870 he had a distinguished military career as an officer of the reserves called in for active service, and he was decorated with the Iron Cross for gallantry at the battle of Mars la Tour, where his regiment lost 41 officers and 1,110 men. He also took part in the battles of Gravelotte, Nollachville, Orléans, and Le Mans. During the campaign he was frequently employed in negotiations with the French local authorities, and in particular with the Bishops of Troyes, Orléans, and St. Die. In 1876 he was appointed to a position in the Foreign Office, where he bore a leading part in the negotiation of various important commercial treaties with foreign Powers. In 1883 he was appointed to represent Germany on the International Commission for the Administration of the Egyptian Debt, a position which he held for eleven years and in which he was credited with having been successful in vindicating for Germany a "position of equality with England and France." His home in Cairo in the lifetime of his wife, who was a daughter of General von Hartmann, and who fell a victim to the cholera epidemic of 1890, was noted for the hospitality which was extended to his countrymen as well as to representatives of other nations, and particularly to the English.

In the year 1896 Baron von Richthofen was appointed director of the Colonial Department of the Foreign Office, and in the summer of the following year he succeeded the present Russian Minister to the Vatican, Baron von Kottmann, as Under-Secretary of State for Foreign Affairs. Upon Prince Bismarck's promotion to the office of Imperial Chancellor after Prince Hohenzollern's resignation in Oct. 1900, Baron von Richthofen succeeded him as Secretary. After the conclusion of the commercial treaties last February he was made a member of the Prussian Ministry.

Under Count von Caprivi, who was not a diplomat of *notre*, and under the late Prince Bismarck, who assumed the Chancellorship in an advanced age, the office of German Foreign Secretary possessed high significance, and both Baron von Richthofen and his predecessor, Baron von Bismarck, exercised personal initiative in the conduct of German foreign policy. But the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under the present Chancellor, as under Prince Bismarck, the position only carried such weight as the first official of the Empire, who is at the same time its Foreign Minister, allowed to be attached to it. Baron von Richthofen was not like some of his predecessors, and was not a member of the Prussian Ministry. He was a man of great public responsibility for the conduct of German foreign policy. But under

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS TO LET.

NOS. 1 and 2, HUMPHREYS AVENUE, Kowloon. With immediate possession. Apply to—
H.P. ON INSURANCE CO., LTD.,
42, Bonham Street West.
Hongkong, 22nd February, 1906. 479

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM LONDON AND STRAITS.

THE Steamship
"RADNORSHIRE,"
Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 27th February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th February, at 2.30 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.
Hongkong, 21st February, 1906. 471

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON AND SINGAPORE.

THE Company's Steamship
"BENGALI,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon on the 27th February, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th February will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELEK & CO., Agents.
Hongkong, 20th February, 1906. 469

FRENCH PLANTS AND FLOWERS.

IF you want to buy FRENCH IMPORTED PLANTS, apply to Messrs. E. GUYON, No. 37, Des Vieux Road, where you will find all sorts of Ornamental Plants, Roses, European Fruit Trees, Bulbs, Flowering and Vegetable Seeds. A visit is solicited.
Hongkong, 21st February, 1906. 460

THE HONGKONG ST. ANDREW'S SOCIETY.

THE SCOTTISH HISTORY EXAMINATION (advertised in August last) for CHILDREN of Scottish Parents, will be held in the CITY HALL on THURSDAY, 8th March.

Names of intending Competitors should be sent to the undersigned, who will be pleased to supply any further particulars which may be required.

W. ARMSTRONG,
Hon. Secretary.
(Care of Butterfield and Swire).
Hongkong, 17th February, 1906. 428

NOTICE.

THE UNDERSIGNED are in receipt of s.s. "LOTHIAN," which sailed hence for New York on the 14th December last, has put into Malta for repairs, and that it will be necessary for the steamer to dry dock there before proceeding on her voyage to New York.

DODWELL & CO., LD.,
Agents.
Hongkong, 12th February, 1906. 406

IMPORT.

GOVERNMENT BUSINESS ESPECIALLY.

IN view of the Re-organisation and Engineering Development of China, any Firm Desiring the Assistance of an EXPERIENCED ENGINEER for this business is kindly invited to enter into correspondence with Advertiser, who has suitable connections with High Officials, Mandarin dialect spoken, besides English, German and French.

Apply to— "F. W. H."
Care of German Post Office, Shanghai.
Shanghai, 13th February, 1906. 453

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 29th November, 1902. 2949

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM 1874 to 1904.

Price 32 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.
Hongkong, 11th May, 1905.

PUBLIC COMPANIES.

GREEN ISLAND CEMENT CO., LD.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the OFFICE of the General Managers, St. George's Building, Victoria, on SATURDAY, 24th FEBRUARY, 1906, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 20th February, until SATURDAY, the 24th February, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 6th February, 1906. 362

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors.
J. R. M. SMITH,
Chief Manager.
Hongkong, 2nd February, 1906. 334

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from SATURDAY, the 10th, to the 24th day of February (both days inclusive), during which period Transfer of Shares can be registered.

By Order of the Court of Directors.
J. R. M. SMITH,
Chief Manager.
Hongkong, 2nd February, 1906. 333

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 26th FEBRUARY, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th February, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 1st February, 1906. 319

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the OFFICES of the COMPANY, King's Buildings, Connaught Road, on WEDNESDAY, the 7th day of March, 1906, at 12 o'clock Noon, to receive a Statement of Accounts to 31st December, 1905, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 13th February, 1906. 411

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Offices, No. 2, Queen's Road Central, Victoria, on THURSDAY, the 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximo, both days inclusive.

By Order,
C. PEMBERTON,
Acting Secretary.
Hongkong, 10th February, 1906. 399

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 10th day of MARCH, 1906, at 12 o'clock Noon, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,
JAMES WHITTALL,
Secretary.
Hongkong, 17th February, 1906.

RESOLUTIONS:

- (1) That the Articles of Association of the Company be altered in the following manner:—
The following Article shall be substituted for Article 130, namely:—
"130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company."
- (2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders on the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for, or presented to, the Shareholders in respect of Article 130 as this day substituted.

NOTICES OF FIRMS.

L'URBAINE FIRE INSURANCE CO. OF PARIS.

WE have This Day RESIGNED the AGENCY at this Port of the above Fire Insurance Co.
P. LEMAITRE & Co.,
Hongkong, 17th February, 1906. 448

L'URBAINE FIRE INSURANCE CO. OF PARIS.

HAVING been Appointed, This Day, AGENTS at Hongkong for the above Insurance Co., we are prepared to accept Risks at Current Rates.
MACLEWEN, PRICKEL & Co.,
3, Duddell Street.
Hongkong, 17th February, 1906. 449

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

FROM this date, and during the Absence of Mr. G. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been Appointed ACTING SECRETARY to the Company.

A. G. WOOD,
Chairman.
Hongkong, 31st January, 1906. 393

THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after FRIDAY, the 16th February, 1906.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors.
T. ARNOLD,
Secretary.
Hongkong, 16th February, 1906. 424

ENTERTAINMENTS.

THEATRE ROYAL, HONGKONG.

Lessee and Manager: MAURICE E. BANDMANN

IMPORTANT ENGAGEMENT OF THE WORLD RENOWNED

BANDMANN OPERA CO.

UNDER THE PERSONAL DIRECTION OF MAURICE E. BANDMANN, And by special arrangement with Mr. GEORGE EDWARDS and the Gaiety Theatre, London.

FRIDAY, FEB. 23, and SATURDAY, 24. The present Great Prices of Wales Theatre, London, Success, the Excellent Musical Comedy "LADY MADCAP."

Still crowding the Prince of Wales Theatre, London.

MONDAY, FEB. 26, TUESDAY, 27, and WEDNESDAY, 28, NIGHT & MATINEE. For the first time in the Far East. Production on a most gigantic scale of Mr. BANDMANN'S first Calcutta Production.

"ALADDIN" (AND HIS WONDERFUL LAMP), Written by HICKORY WOOD (author of Drury Lane Pantomimes) Music and Lyrics, arranged by Warwick Major. The entire production carried out for Ten Nights and Two Matinees at the New Opera House, Calcutta.

SPECIAL MATINEE, Wednesday, Feb. 28, at 3.30, at Popular Prices, \$2, \$1, and 50 cents.

THURSDAY, March 1. The record of the last London Season, the exceedingly funny Musical Comedy

"THE EARL AND THE GIRL," Which ran for 700 Nights at the Lyric and Adelphi Theatres, London.

Prices of Admission \$3, \$2 and \$1.

Seats can now be booked. Plan at the ROBINSON PIANO Co.

Doors Open at 8.30. Commence usual time.

Hongkong, 12th February, 1906. 407

PRINTING.

THE JOB PRINTING AND BOOK-BINDING DEPARTMENTS of the Hongkong Daily Press are furnished with every appliance for the

PROMPT EXECUTION OF

PRINTING & BOOKBINDING

OF ALL DESCRIPTIONS

INCLUDING

BUSINESS CIRCULARS,

COMPANY PROSPECTUSES,

COMPANY REPORTS & BALANCE SHEETS

BILLS OF LADING,

FIRE & MARINE INSURANCE FORMS

COMMERCIAL CODES,

COMMERCIAL REPORTS,

COMMERCIAL FORMS OF ANY KIND,

ALSO

DANCE PROGRAMMES

AND

MENU CARDS.

LADIES' & GENTLEMEN'S VISITING CARDS.

LEDGERS & ACCOUNT BOOKS

MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF

ALL KINDS RE-BOUND

IN THE BEST MATERIALS.

Estimates furnished on Application to the Printing Department "HONGKONG DAILY PRESS" Office

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. THE HARBOUR MASTER, to sell by Public Auction, TO-DAY (THURSDAY), the 22nd February, 1906, at 11 a.m., at their SALES ROOMS, No. 3, Des Vieux Road (Corner of Lee House Street),

FIVE CASES RIFLES and EXPLOSIVES.

N.B.—Inspection Orders can be had on application at the Government Gunpowder Depot, Green Island.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 17th February, 1906. 432

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On SATURDAY, the 24th February, 1906, at 2.30 p.m., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS, Comprising:—
BARE SATSUMA, FINE CLOISONNE, BRONZES, IVORIES, &c.
COTTON and SILK EMBROIDERED GREENS.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 21st February, 1906. 463

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPT. SUPERINTENDENT OF POLICE, to sell by Public Auction, On MONDAY, the 26th February, 1906, at 11 a.m., at the CENTRAL POLICE STATION'S COMPOUND, SUNDRY OBSOLETE & CONDEMNED STORES, Comprising:—
RICE, SUGAR, OLD METAL, CLOTHING, &c., &c., &c.

Also
A QUANTITY of SILVER, GOLD and DIAMOND JEWELRY.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th February, 1906. 454

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kowloon, in the Colony of Hongkong, for a term of 75 years commencing from the 22nd day of January, 1906, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Regulatory No.	Locality.	Boundary Measurements.	Area in Sq. Yds.	Annual Rent.	Upset Price.
1	100	At the intersection of the Victoria Road and the Victoria Road, Kowloon.	100 ft. by 100 ft.	10,000	\$100	\$1,000

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Peng Chau Island, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Regulatory No.	Locality.	Boundary Measurements.	Area in Sq. Yds.	Annual Rent.	Upset Price.
1	100	At the intersection of the Victoria Road and the Victoria Road, Kowloon.	100 ft. by 100 ft.	10,000	\$100	\$1,000

INSURANCES.

NORTH BRITISH AND MERCANTILE TIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1904. £17,161,289.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSIDIZED CAPITAL, 2,750,000

PAID-UP CAPITAL, 637,500 0 0

II. FUND, 9,901,289 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 30th June, 1905. 1567

AACHEN and MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 113

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.,
Hongkong, 1st January, 1904. 29

TO LET.

TO LET.

NO. 74, CAINE ROAD.
No. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 180

TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.
Apply to—
WONG CHEE SANG,
Care of YEE SANG FAT & Co.
Hongkong, 30th November, 1905. 107

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Showan, Tomes & Co. Offices. Ground Floor and Top Floors with Godowns can be let separately or as one lot.
Apply to—
CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central, Hongkong, 14th July, 1905. 181

TO LET.

GOOD HOUSE, Partly Furnished. Hill District.
Apply to—
Care of "Daily Press" Office.
Hongkong, 13th February, 1906. 408

TO LET.

SPACIOUS GODOWN. Central position.
Apply to—
X. X. X.,
Care of "Daily Press" Office.
Hongkong, 22nd December, 1905. 103

TO LET.

NO. 15, KNUTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 2nd December, 1905. 177

TO LET.

BARROW TERRACE, (Kowloon) Nos. 1, 2, 3, 4, 5, 6, 7 and 8.
SEYMOUR ROAD LOWER, Nos. 27 & 31.
CAINE ROAD, Nos. 57 and 59.
STONEHAVEN, Robinson Road, No. 35.
TANG YUEN, Macdonnell Road, No. 18 (12 Rooms).
ICE HOUSE STREET, No. 6 (1st & top Floors, 4 Rooms each floor).
WAN CHAI ROAD, No. 94 (a Spacious Godown).
PRAYA EAST, No. 90 (Godown).
Apply to—
SAM WANG CO., LD.,
81, Queen's Road Central.
Hongkong, 6th February, 1906. 386

TO LET.

AT QUEEN'S BUILDINGS, the Offices (Ground Floor) lately occupied by Hamburg-America Linie.
Apply to—
SIEMSEN & CO.
Hongkong, 30th January, 1906. 1289

TO LET.

SUITABLE for Office, ONE ROOM in Prince's Buildings.
Apply to—
LAUTS, WEGENER & CO.
Hongkong, 4th March, 1906. 34

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 1st June, 1905. 110

TO LET.

NO. 1, DES VIEUX VILLAS, Peak.
Nos. 5, 6 & 21, BELILIOS TERRACE.
No. 2, DES VIEUX VILLAS, PEAK.
No. 2, COLLIER GARDENS.
No. 4, ALBANY.

"EARNESFOOT," 33, Robinson Road. Furnished for 6 months. With Electric Light and Fan.

"BROCKHURST," PEAK, from 1st March, 1906.

24, BELILIOS TERRACE, Corner House. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory &c., with use of Electric Lift. Well suited for Offices.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 7th February, 1906. 183

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th June, 1905. 178

TO LET.

TOP FLOOR (5 Rooms) 19, Queen's Road, (above Messrs. GREGOR & Co.'s Office). FIRST-FLOOR (4 Rooms), YORK BUILDING.
Apply to—
KELLY & WALSH, LD.
Hongkong, 10th February, 1906. 398

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.
For full particulars, apply to—
LINSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1906. 82

TO LET.

HOUSE, No. 5, ROSE TERRACE, Robinson Road, Kowloon. Immediate possession.

HOUSE, No. 2, ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st March, 1906.

Apply to—
THE COMPTON, Messrs. BARRETT & Co.
Hongkong, 2nd February, 1906. 330

TO LET.

HOUSE TO LET.

FROM May next, the Residence, No. 6, Morrison Hill.
Apply—
W. G. WINTERBURN,
Geo. FRANK & Co., LTD.
Hongkong, 21st February, 1906. 451

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon, Five Rooms; House; Tennis Court, Electric and Gas Lights. Possession on 1st March, 1906.
Apply to—
ABRAHAM V. ARCAR & Co.,
45, Wyndham Street.
Hongkong, 21st February, 1906. 462

TO LET.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DIOMED"	On 22nd February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th March.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th March.
GLASGOW and LIVERPOOL	"NACHALON"	On 17th March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 20th March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.
FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 19th March.
WESTWARD.	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"OANFA"	On 25th February.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 30th January, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO and CHEFOO	"HUPEH"	On 22nd February.
TIENTSIN	"CHIHLE"	On 23rd February.
SWATOW and TIENTSIN	"KWEICHOW"	On 24th February.
NINGPO and SHANGHAI	"NINGPO"	On 25th February.
MANILA	"TEAN"	On 27th February.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 28th February.
CEBU and ILOILO	"KAIFONG"	On 6th March.
CEBU and ILOILO	"SUNGKIANG"	On 7th March.

* This attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duty qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 20th February, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMU via SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 25th Feb., at 10 A.M.
TAMU via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 4th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOCHOW	"SHOSHU MARU"	THURSDAY, 22nd Feb., at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOCHOW	"ANING MARU"	THURSDAY, 8th Mar., at 10 A.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
Hongkong, 19th February, 1906. T. ARIMA, Manager.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MOJI, KOBE & YOKOHAMA	FORMOSA	About 23rd February	Freight and Passage.
SHANGHAI	DELTA	About 23rd February	Freight and Passage.
LONDON &c. via usual ports	J. D. Andrews, R.N.R.	Neon, 24th February	See Special of Call.
YOKOHAMA via SHANGHAI	SOCOTRA	About 4th March	Freight only.
MOJI and KOBE	W. R. Hickey	February	Freight only.

For further Particulars, apply to—
E. A. HEWETT,
Superintendent.

Hongkong, 20th February, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLARG"

Captain Wallace, will be despatched as above on about the 23rd inst.

For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 6th February 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO via PORTS.

THE Steamship

"SEMINOLE"

Tons 6,060, will be despatched about the 6th March.

For Freight, apply to—
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th February, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS,
AND SUMATRA PORTS.

STEAMERS	SAILING DATES
ZIETEN	WEDNESDAY ... 25th February
PRINZESS ALICE	WEDNESDAY ... 14th March
PRINZ REGENT LUITPOLD	WEDNESDAY ... 25th March
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 11th April
SACHSEN	WEDNESDAY ... 25th April
PRINZ HEINRICH	WEDNESDAY ... 9th May
ROON	WEDNESDAY ... 23rd May

ON WEDNESDAY, the 25th day of FEBRUARY, 1906, at Noon, the Steamship
"ZIETEN," Captain P. von Bünzer, with MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on Monday, the 25th February. Cargo and
Specie will be received on Board until 5 p.m. on Tuesday, the 27th February, and Parcels
will be received at the Agency's Office until Noon, on Tuesday, the 27th February.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
The Steamship has splendid accommodation, and carries a Doctor and Stewardsess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	251 0 0	212 0 0	132 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
TO NEW YORK via SUEZ	84 0 0	44 0 0	26 0 0
VIA NAPLES, GENOA or GIBRALTAR	115 0 0	79 0 0	47 0 0
VIA BREMEN or SOUTHAMPTON	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton orland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERUPTION OF THE VOYAGE IN INDIA:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

STEAMERS	SAILING DATES
WILLEHAD	TUESDAY, 6th March.
PRINZ WALDEMAR	TUESDAY, 3rd April.
PRINZ SIGISMUND	TUESDAY, 1st May.

ON TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD,"
Captain Ouseman, with Mails, Passengers and Cargo, will leave this port as above.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$30.00	\$20.00	\$10.00
TO NEW GUINEA	\$28.00	\$18.00	\$9.00
TO BRISBANE	\$30.00	\$20.00	\$10.00
TO SYDNEY	\$32.00	\$22.00	\$11.00
TO MELBOURNE	\$34.00	\$24.00	\$12.00
TO YOKOHAMA	\$36.00	\$26.00	\$13.00
TO KOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97.0 0.
TO EUROPE via AUSTRALIA and AMERICA 96.0 0.
TO EUROPE via AUSTRALIA and AMERICA 96.0 0.
From Australia to New York via Vancouver by the O.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, BAYERN	Friday, 2nd March.
HOGO & YOKOHAMA	Wednesday, 14th March.
YOKOHAMA and KOBE	Wednesday, 14th March.
SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD	Wednesday, 14th March.
KOBE & YOKOHAMA	Wednesday, 14th March.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following rates:—
1st Class 62.0 0.
2nd Class 42.0 0.
3rd Class 22.0 0.
To London via Plymouth or Southampton
To Bremen
To Paris via Cherbourg
To Naples, Genoa via Gibraltair

NORDDEUTSCHER LLOYD.

For further Particulars, apply to—
MELCHERS & CO., AGENTS.

Ho kong, 1st February, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TREMONT	9,066	T. W. Garlick	On 26th February.
HYADES	3,753	J. Alwen	On 6th March.
LYRA	4,417	G. V. Williams	On 6th April.
SHAWMUT	9,605	E. V. Roberts	On 28th April.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
The two-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS.
Hongkong, 22nd February, 1906

A. LING & CO. FURNITURE STORE. PLATED GLASS AND CROCKERY WARE, &c. &c. and FOCHOW LAQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903. 2353	SURGEON DENTIST. No. 10, D'AGUIAR STREET TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 2174
---	---

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at LONDON (London 1 day later)
DELHI ... 8000 tons	Feb. 24	MOLDAVIA ... 10000 tons	Saturday Mar. 24	Friday Mar. 30
DONGOLA ... 8000 tons	Mar. 10	MONGOLIA ... 10000 tons	Monday Mar. 27	Saturday Mar. 31
DELTA ... 8000 tons	Mar. 24	MOOLTAN ... 10000 tons	Thursday Mar. 29	Monday Apr. 2
OCEANA ... 7000 tons	Apr. 7	MARNORA ... 10500 tons	Sunday Mar. 31	Thursday Apr. 5
ARCADIA ... 7000 tons	Apr. 21	VICTORIA ... 7000 tons	Wednesday May 23	Saturday May 26
DEVANHA ... 8000 tons	May 5	HIMALAYA ... 7000 tons	Monday June 4	Thursday June 7
DELHI ... 8000 tons	May 19	INDIA ... 8000 tons	Thursday June 14	Sunday June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following:—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Singapore	Due at LONDON
↑ JAPAN ... 4500 tons	Feb. 14	about	about Mar. 31
↑ SUMATRA ... 4500 tons	Feb. 28	about	about Apr. 14
↑ NUBIA ... 4500 tons	Mar. 14	about	about Apr. 28
↑ JAVIA ... 4500 tons	Mar. 28	about	about May 12
↑ FORMOSA ... 4500 tons	Apr. 11	about	about May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malacca or Marseilles.

↑ "SUMATRA" and "NUBIA" call at MARSEILLES.

↑ "JAPAN," "JAVIA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to—
E. A. HEWETT,
Superintendent.

Hongkong, 6th January, 1906.

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

With liberty to call at the Malabar Coast.

THE Steamship

"YEDDO"

Captain Baird, will be despatched for the

above Ports on or about TUESDAY, 27th inst.

For Freight, apply to—
ARNHOLD, KARBURG & CO.,
Agents.

Hongkong, 7th February, 1906.

1377

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Call at SINGAPORE, PENANG,
RANGOON, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ and PORT
SAID.

(Taking Cargo at through rates to the BRAGLIA,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA"

Captain Colledani, will be despatched as above
on MONDAY, the 5th March.

This Steamer has splendid accommodation for
passengers, electric light and carries a doctor
and stewardsess.

For information as to Passage and Freight
apply to—
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 2nd February, 1906.

[3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with Indo-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailing from

CALCUTTA for Cape Ports every fortnight

For Freight and further particulars

apply to—
DODWELL & CO., LIMITED.

General Agents for China and Japan.
Hongkong, 4th August, 1898

8

MARTIN'S

APOL'STEEL

For Ladies' PILLS

A French Remedy for all irregularities. The most

effective and safe of any. It is the only one that

is not a secret. Those who use it recommend it to

their friends. At all chemists and druggists, or by post

to MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

63

DANCE PROGRAMMES.

FOR PRIVATE AND PUBLIC DANCES

ALSO

MENU CARDS.

NEWEST DESIGNS.

Specimens and Quotations forwarded on

application to—
THE PRINTING DEPARTMENT,

"Daily Press" Office.
Hongkong, 16th December, 1905. [2844]

MAP OF THE SIKIANG or WEST

RIVER

From

